GRUMMAN plane news

Vol. 38, No. 18, September 28, 1979, Bethpage, N.Y.

Test Tokamak readied; new study begins

Grummanite Chuck Miller puts the finishing touches on a quarter of the functional mockup of the Tokamak Fusion Test Reactor to be installed at Princeton University. This stainless steel tube is 90 degrees of the 360 degree doughnut which will be used to research critical elements of fusion energy. The reactor mockup, nearly 25 feet in diameter, will demonstrate vacuum pumping and heating and cooling systems for Tokamak. In addition, Grumman was recently awarded a contract to begin fusion work at Oak Ridge National Laboratories in Tennessee. *See page 3.*

Island Hopper. *A new version of the venerable HU-16 Albatross flew this week from Stuart, Florida, to the National Business Aircraft Association Show in Atlanta, Georgia. This Albatross is being modified from its air-sea rescue configuration to a 28-passenger amphibian commercial aircraft. The aircraft is the first of a series of Albatrosses being modified for Chalks International Airlines, a division of Resorts International. FAA certification is expected later this year.*

ENERGY TIPS

As cold weather approaches, it's time to look around your house to see if it's ready for winter. With utility costs skyrocketing, it becomes increasingly important to get the most for your energy dollar.

- Cracks around loose doors and windows are real energy wasters. You can caulk and weatherstrip your entire house for about $25 worth of materials and a few hours of work; this alone may cut your annual heating costs by 10 percent or more.
- If you have an oil fired furnace, check it out. On very cold days it should run almost continuously. If it keeps going on and off it is probably not running efficiently. By one estimate, 97 percent of all such furnaces are overfired: that is, they squirt more oil than needed because the oil nozzle is too big. A smaller nozzle will use up to 14 percent less oil; your service technician can quickly tell you if you need one.
- Setting the thermostat down by only five degrees for eight hours each night can save up to 15 percent of your fuel costs.
- Keep the radiators dusted, and paint them with flat paint instead of enamel.

(Energy tips provided courtesy of the Energy Conservation Services group of the Facilities Engineering Department, and the U.S. Department of Energy.)

Love in. *"Long Island Loves Business" was the theme of last week's business and industry exhibition where George Skurla (L), Grumman Aerospace Chairman and President, hosted New York Senator Daniel Patrick Moynihan (C) and Representative Tom Downey (R) at the Grumman exhibit. There were over 300 displays at the Nassau Coliseum depicting the diversification of local business.*

Leave the flying to us

Vans drive worldwide sales effort

One of the best ways to enlarge your audience is to take your show on the road. That's the theory behind Grumman's E-2C, F-14, A-6E, and EF-111A Operations Vans. When the company needs to show people what Grumman aircraft can do, the vans are the next best thing to taking them for a ride.

Since 1977, Grumman has used the vans as selling tools in marketing campaigns all over the world. Each van contains actual aircraft hardware, including displays, digital computer and communications equipment — all in a theater-like atmosphere with seating for 12. The vans are standard containers of the moving van variety, measuring 40 feet long, eight feet wide and eight feet high. They are prepared in Plant 5 in the Product Development Operations Center.

"We can reach a lot of people this way," says Paul Couluris, manager of Special Projects for Aerospace Programs. "For example, it's not feasible to take all our elected officials onboard actual aircraft; but we can take the van to Washington and show 12 of them at a time virtually everything the aircraft is capable of."

"Anyway," Couluris adds with a grin, "a senator or congressman taking his first ride in a high-performance aircraft is going to be too scared to take much note of the plane's capabilities. The vans are just as effective, and easier on everyone."

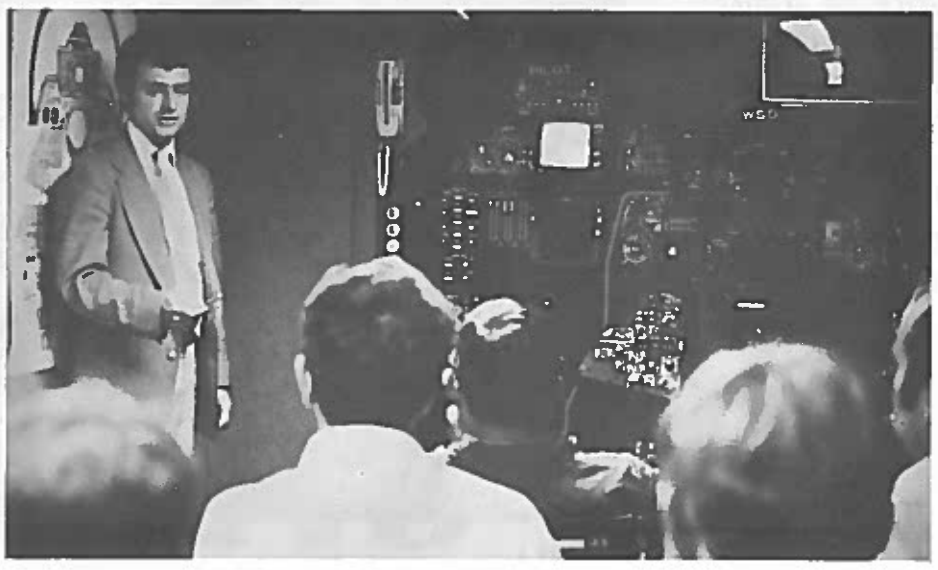
From the security of the van, visitors can watch video tape playbacks of actual missions as recorded at the operator's console. And via automatic data link and two-way voice interchange with airborne aircraft, they receive a "live" demonstration of everything the aircraft sees and does.

The E-2C van was a big hit at the Paris Air Show in 1977, says Couluris; it went back for the 1979 show along with the EF-111A van. The lights dim, the panels turn on, and visitors are off for a make-believe ride.

"The French government became interested in the E-2C after the 1977 show," says Couluris, "and have requested further evaluation on actual aircraft."

Vans have gone to Washington, D.C., to Hawaii, Australia, and Canada; they've been visited by Greek and West German officials. In 1980, there are plans to take vans to air shows throughout Europe and to countries in the Far East.

"Vans have become one of the best marketing tools we have," says Couluris. "They're an invaluable method for presenting our products — in a creditable, practical, and efficient manner — to our potential customers."



Showtime. *In the F-14 Operations Van, Dennis Romano of Customer Requirements explains the Tomcat's unique capabilities.*

GRUMMAN plane news

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Phoenix firing. *The Tomcat's AIM-54A Phoenix missile has an 85 percent success rate in U.S. Navy test firings.*

Navy begins testing new Phoenix missile

The first prototype of a new Phoenix missile for the F-14 Tomcat has been delivered by Hughes Aircraft to the Navy at Pacific Missile Test Center, Pt. Mugu, California.

The AIM-54C Improved Phoenix air-to-air missile is to be an updated version of the AIM-54A radar-guided Phoenix which when combined with the Tomcat gives the United States its first line long-range air defense weapon.

The new missile is the first of 15 engineering development models (EDM) of the weapon which is to meet anticipated airborne threats through this century.

The 15 EDMs will go through captive flight tests for electronic and computer functions before 12 of the missiles are launched against various targets. The first actual firing is scheduled for late this year.

Hughes says 30 pilot production models are to be delivered to the Navy before the first production missile is delivered in 1982.

Improvements are being made in inertial reference, transmitting/receiving and target detection.

Grumman's F-14 can simultaneously track 24 targets and launch six Phoenix missiles against six separate targets.

In more than 140 test launches, the AIM-54A has an 85 percent success rate including a hit at a 100 mile plus range.

obituaries

THEODORE R. JOHNSON of Requirements Planning, Plant 30, died August 19 at the age of 53. He had been with the company since 1952 and resided at 204 Lawrence Hill Rd., Cold Spring Harbor.

BENNIE TURNER of Router and Shear, Plant 37, died August 30 at the age of 60. He had been with the company since 1964 and resided at 331 New York Ave., Lindenhurst.

JOHN MOROCHKO of the Warehouse, Plant 17, died September 8 at the age of 64. He had been with the company since 1954 and resided at 258 Wantagh Ave., Levittown.

RONALD D'AMICO of Final Assembly Insp., Plant 6, died September 10 at the age of 42. He had been with the company since 1963 and resided at 79 Arch Dr., Holbrook.

Oak Ridge Lab selects GAC for $4.6-million fusion pact

Oak Ridge National Laboratories, one of the nation's prime energy research facilities, has awarded Grumman Aerospace a $4.6 million contract for fusion energy engineering.

Under the four-year agreement, Grumman will do systems engineering for an energy test facility being constructed to provide a testbed for fusion reactor studies. The company's tasks will include facility design, project management and control, systems analysis and design integration.

This contract with Oak Ridge is the latest result of an intense campaign by Grumman to expand in the area of fusion energy. The effort is to be headed by Gray E. Smith, who managed Grumman's fusion operation at Princeton, New Jersey.

Grumman is present at energy research facilities at Lawrence Livermore Laboratory, California, and Los Alamos, New Mexico. However, the company's major fusion effort to date is at the Princeton Plasma Physics Laboratory.

Grumman has been working since 1976 with that Princeton University operation and Ebasco Services, a New York engineering firm, to demonstrate the feasibility of fusion through the construction of the Tokamak Fusion Test Reactor for the U.S. Department of Energy.

Work at Oak Ridge, Princeton and elsewhere is aimed at providing a safe and dependable source of commercial power by the end of this century.

Fusion brings about the release of energy by fusing atoms together. Fission, the more traditional method of nuclear power, produces energy by splitting atoms apart. The resulting energy provides heat to generate electricity through conventional turbines.

The fusion of atoms in the process Grumman is working on takes place in a fuel plasma which is heated to 100-million degrees Celsius, six times hotter than the sun, nature's fusion generator.

Because of this intense heat, the plasma is held inside the reactor by magnetic containment. This process used in research at both Oak Ridge and Princeton uses strong magnetic fields to control and stabilize the plasma.

While the challenges of fusion are many, so are the promises.

Fusion has an almost unlimited supply of cheap fuel, deuterium, which can be obtained from ordinary sea water.

In addition, with fusion there are no significant radioactive wastes to dispose of, and total radioactivity generated in the process is a small fraction of that from fission.

Because the process uses small amounts of fuel, the uncontrolled release of large amounts of energy is not possible.

Thus fusion promises to be safe, dependable and environmentally clean.

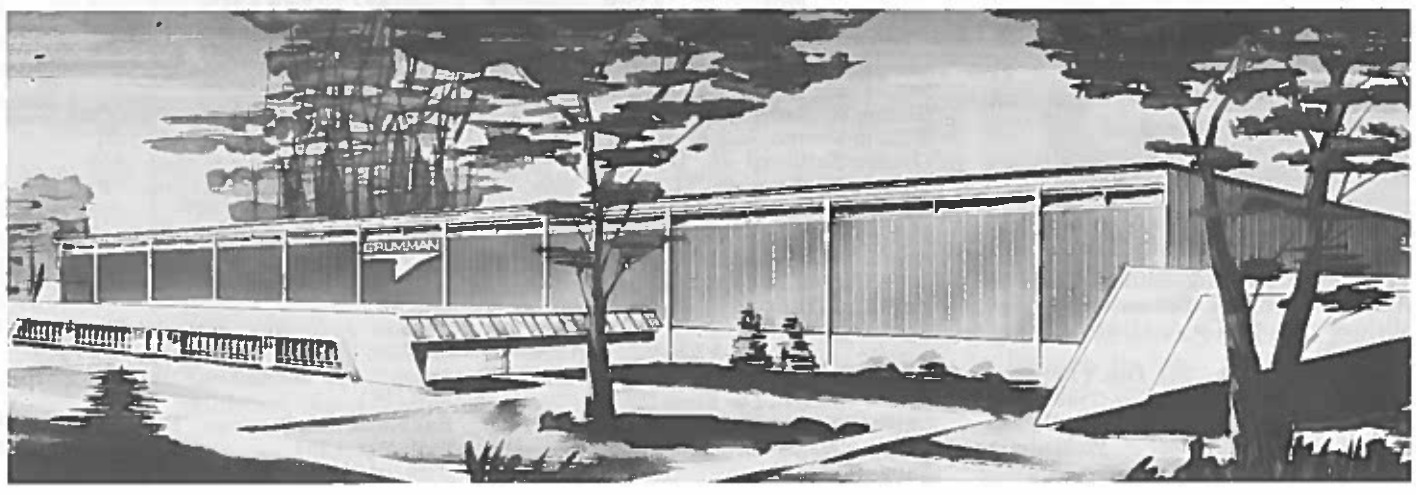
A-6 trainer delivered

Grumman has delivered the first Simulated Avionics Maintenance Trainer for the A-6E to the U.S. Navy, according to program manager Art Sholinsky.

The trainer for flight line maintenance personnel uses computer controlled simulation for A-6E detecting ranging set training. This results in considerable savings over previous training methods using actual equipment.

Sholinsky pointed out that the trainer was delivered ahead of schedule following a 111 hour failure-free reliability demonstration.

The Navy will use this trainer to evaluate the capability of simulated avionics maintenance trainers in teaching average students.



Stuart Showcase. *Grumman's new plant in Florida will house production of wing boxes for Boeing's new 767 airliner. The 100,000 square foot facility, shown here in artist's rendering, is scheduled for completion early in 1980.*

V. Morgan

A. Decker

M. Krot

J. McLean

H. Prodromides

L. Musil

P. Newark

L. Alonge

C. Olson

service milestones

35

Kenneth VanCott, Fuselage Joining (1)
Fred Trusnovec, Inst. Mgmt/Staff (6)
Barbara A. Brem, General Commodities (30)
Paul R. Dickman, Loads & Dynamics Staff (35)

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Ali Sulton Jr., Fuselage Joining (2)
Joseph Redes, Business Mgt. (2)
Arthur A. Fruauff, Maint-Facil. Equip. & Gen. (2)
Frank Zolezzi, Q.C. Mgt/Admin. (2)
Santo A. Licciardello, Prod. Superv. (3)
Francis Trobiano, Prod. Cntl-Parts Cntrl. (3)
Alfred Bottcher, Insp-Mechanical (4)
Doris Cusick, Assy. Method & Plnng. (5)
Philip J. Manitt, Aero Test (5)
Henry J. Schneider, Critical Matl. Cntrl. (6)
Leonard Duschenchuk, Lab Mgmt. & Tech. (14)
William Suppa, Trans-Ops. (20)
Raymond M. Harper, Structural Des. (40)
Joseph DeCarlo, Mechanical Detail and Finish (43)
William M. Muller, Antennas & Radomes (76)
Stanley A. Hills, Prod. Support (77)

25

Dorothea M. Zotter, Prod. Release & Anal. (2)
Vincent Morgan, Mfg. Estimates (2)
Albert Decker, Mfg. Estimates (2)
Michael Krot, Corp. Instr. Ops. & Projs. (7)
John E. McLean Jr., Flt. Ops. (7)
Robert Gunwaldsen, Trans-Equip. Maint. (20)
Harry Prodromides, Presentations Serv. (25)
Lucille E. Musil, Matl. Mgt. M/S (30)
Patricia E. Newark, Product Training (39)
Lenora Alonge, Reqts. Plnng. (43)
Charles P. Olson, Prog. Mgt. (77)

20

John A. Bailey, Elect. Fab. (1)
Nicholas Maresco, ILS Verif. and ILS Support (1)
Vincent P. Mackle, Flight Avion. (4)
William J. Mebes, PDC Mgmt/Staff (5)
Joseph A. Menniti, Customer Reqts. (5)
Thomas W. Dispenziere, Instr. Test (6)
William J. Bott, Reliability (6)
Hubert Donovon, Reliability (6)
George Vocelka, Structures (6)
Douglas E. Carroll, Measurement Standards (6)
Alvord A. Elliott, Flt. Ops. Insp. (7)
Joseph Cappiello, Maint-Rearrangement (12)
Vladimir Dugandzic, Navig. & Cntrl. Equip. Des. (25)
James R. Kennedy, Matl. & Struct. Mech. (26)
John Costa Jr., Subcontractor Surveillance (30)
Robert Smith, Power Pl. Des. (32)
Albert Crowell, ILS Program Mgt. (40)
Dante Sebastiano, Reliability (40)
Richard Lehecka, ILS Logistic Serv. (69)
Edward T. Albrecht, Supp. Equip. Serv. (80)

15

George M. Nash, ILS Elect. Pkg. (1)
William Merino, ILS Elect. Pkg. (1)
Charles E. Lloyd Jr., ILS Elect. Pkg. (1)
Charles W. Paravella, ILS Tech. Serv. (1)
Christopher Sikalis, ILS Syst. Tech. Proj. Mgt. (1)
Bernard Hurewitz, ILS Regt. Def. (1)
John Herman, Supply Asset Cntrl. (1)
Herbert J. Holzwarth Jr., Prod. Release & Anal. (2)
George J. Ciullo, Assy. Method & Plnng. (2)
Albert Helrigel, Die Shop (2)
Clifford J. Shaver, Producibility Eng. (2)
Peter Chaldaris, ILS Verif. & ILS Support (2)
Walter Devine, Insp-Mechanical (2)
Martin Banczek, Conv. Machs. (3)
Arnold J. Moran, Conv. Machs. (3)
Raymond F. Wrobleski, Conv. Machs. (3)
George Young, Conv. Machs. (3)
Alfred Leverton, Small Parts Fab. (3)
Peter Juszczuk, Engraving (3)
Dominick Bellizzi, Wing Final Assy. (3)
Luke Wansley, Maint-Rearrangement (3)
Evelyn S. Metcalf, Q.C. Mgt/Admin. (3)
Walter A. Jasuta, Insp-Mechanical (3)
Ogeous Lewis, Insp-Mechanical (3)
Joseph C. Locurto, Support Equip. Prod. (5)
Daniel L. Cooper, Prog. Matl. Mgmt. (5)
Paul E. Cavalier, ILS RF/Cntrls. (5)
Joseph A. Lebel, ILS RF/Cntrls. (5)
Henry F. Dircks, Software Anal. & Des. (5)
Anthony C. Vespa, Section Admin. (5)
Anthony N. Bosco, Mech. Syst. Prod. Supp. (6)
Lazarus D. Francino, Director Eng. & Staff (6)
Louis D. Dion, Resource Plnng. (6)
Charles R. Baxter, FTT Flt. Dynamic & Load (7)
George Tegeler Jr., Corp. Instru. Syst. (7)
Peter Goldblatt, Reliability Prod. Supp. (7)
Robert Whelehan, Navig. & Cntl. Equip. Prd. Supp. (7)
Robert R. Maller, Metallurgical Eng. (12)
Henry W. Poelker, Meas. Stnd. Lab. & Log. Ops. (12)
Thomas F. Jenkins, Simulation (14)
Carmine T. Melito, Rec-Insp-Elect. Test Lab. (14)
Helen Finnick, Repro Servs. (15)
Raymond Ivers, ILS Pub. Proj. Mgt. (15)
Seymour Vlodkowsky, ILS Tech. Writ. (15)
Morris Darnowsky, ILS Tech. Writ. (15)
Francis E. Duffy, Pl. Protection (18)
David Pearsall, Trans-Ops. (20)
Jesse Crayton, B/P Warehouses (21)
Robert A. Petitt, ILS Reqt. Def. (25)
Emanuel A. Gurrieri, Crew Syst/Equip. Integ. (25)
Vincent Maone, Syst. Anal. (25)
Herman J. Schineller, Syst. Des. (25)
Frank V. Perazzo, Reliability (25)
Harry Chin, Computer Architecture (25)
Charles F. Tilley, Specifications (25)
Herbert Charnes, Syst. Eng. Proj. Engineers (25)
Charles S. Nathan, Q.C. Quality Eng. (25)
Edgar Remington, Prog. Mgmt. F-14A (25)
Louis Petersen, Configuration Data Mgmt. (25)
Jerome Glaser, Configuration Data Mgmt. (25)
Bernard G. Distler, Subsystems (30)
Henry Bligh, Pricing & Anal. (30)
Edwin Black, Pricing & Anal. (30)
Frank A. Sorrentino, Procure. Mgmt-Mgmt & Staff (30)
Anthony M. Fama, Tech. Reqt. (30)
Quentin R. Mohr, M/T Equip. Eng. (30)
William P. Fitzpatrick, ILS Elect. Eng. (31)
William Jackewicz, ILS RF/Cntrls. (31)
Stephen H. Alexander, Syst. Anal. (31)
James M. Semmens, Business Ops. M/S (32)
Raymond A. Bergman, ILS Syst. Tech. Proj. Mgt. (35)
Richard Manzo, ILS Digital Eng. (35)

P. Sechrengost

R. J. Anderson

Sydney B. Martin, Info. Rec. & Serv. (35)
Theodore Agress, Prod. Software Syst. M/S (35)
Albert T. Lucas, Software Syst. Ops. (35)
Edward M. Czarneta, Supp. Equip. Serv. (35)
Adolf W. Linden, PPO E.W. (40)
James J. Kiles Jr., Plans and Programs (40)
Donald DeMartino, Mfg. Sched. (40)
Donald L. Seidenspinner, ILS Syst. Tech. Mgt. (40)
Karul Baleisis, ILS Syst. Implementation (40)
Thomas J. Mahoney, ILS Syst. Implementation (40)
John Railton, Reliability (40)
Anthony Valenzano, Electromechanical (40)
Joseph Austin, Optic & Display Equip. Des. (40)
Charles E. Boylan, Software Development (40)
Walter J. Smrek, Syst. Eng. Project Engineers (40)
John D. Tolmie Jr., Eng. Resources (40)
Thomas P. Fulfaro, Program Contracts (40)
Joseph V. McCarthy Jr., Prog. Plnng. Cntrl. & Budg. (40)
Pasquale Russo, ILS Verif. & ILS Support (43)
Ronyl P. Pelletier, Program Mgt. (43)
Terry Munroe, Business Plnng. (43)
Edward W. Ruskowsky Jr., ILS Logistic Serv. (57)
Edward M. Cook, Fuselage Assy. (77)
John P. Benvenuto, Tool Eng. (77)
Joseph W. Shipman, A/C Sys. Serv. (81)
Leonard Zambrowsky, A/C Sys. Serv. (81)
Thomas F. Hennessy, Supp. Equip. Serv. (86)
Ronald Guthrie, Engineering (88)

Circle your calendar: December 6 25 year luncheon

To your good health:

Unique medical benefit offers "the best in the world"

Norm Lewin carries a slide rule in his shirt pocket.

"The batteries in a calculator can run out," he says. Norm, Grumman's director for Systems Engineering, is a careful, precise man who likes to be ready for all emergencies; he wants to be able to get the right answers fast.

When he had a heart attack last year and learned that he needed open heart surgery, he handled the problem the way he handles his work. He did a lot of reading, asked a lot of questions, and then found the best way to get the job done.

That's how he became one of hundreds of Grummanites who have taken advantage of a unique employee health benefit: treatment at the Arizona Heart Institute or the Mayo Clinic for life-threatening or hard-to-diagnose illnesses. The program is a highly unusual one in industry, in that it is offered in addition to regular medical insurance coverage.

Norm Lewin

John Nicastro

Ray Cobb

Although Norm had suffered a mild heart attack, preliminary tests run by his cardiologist here indicated that a more detailed workup was necessary. "At that point, I decided to find out more about what the Arizona Heart Institute had to offer," says Norm.

The Institute was founded eight years ago by Dr. Edward Dietrich. Today it is regarded as one of the finest centers in the world for the treatment of cardiovascular problems. Grumman's special association with Dr. Dietrich began in the late '60's when the company worked with him on the development of health-care systems — an offshoot of the Apollo program.

"When my own doctor learned that Grumman would send me out to Phoenix, he was all for it," says Norm. "I have faith in him, and I know that there are excellent hospitals here on Long Island. But I knew that for my own peace of mind, going to Phoenix was the best thing for me to do.

And so Norm checked in at the Arizona Heart Institute. More tests were done, revealing that two of the coronary arteries were blocked; the doctors discussed their findings with him. "If I opted for surgery, for a coronary bypass operation, I had to make the decision quickly," he says.

Still cautious, still exacting, he called his doctors in New York to discuss it further.

"My doctor told me, 'If you were my own brother, I'd want you to go ahead with it.' That was enough for me."

Surgery was scheduled for the next morning. Ten weeks later, Norm was back at work, "feeling, literally, as good as new — maybe even better.

"Without surgery, I'd have had to be a more passive person — to live with a lot of restrictions. Now I feel free again to enjoy my life and my work."

But he's made a few changes in the way he lives. He exercises for an hour every day, watches his diet, and keeps his weight down. "And I've gotten back to reading for pleasure again," says Norm. "While I was home recuperating, I used to call the office and tell them to send me the mail. 'I'm home doing nothing,' I'd say. 'Just let me do that while I'm sitting around.' But they wouldn't — and they were right. I had to learn how to relax, and to read just for the joy of reading. I guess I look at a lot of things differently now."

Another Grummanite, John Nicastro, a leadman in Small Parts in Plant 3, had a coronary bypass operation done at a local hospital in 1975.

"My doctor wanted to do a triple bypass, since I had blockages in three arteries," says John. But when he awoke from the anesthesia, he was told that only one artery had been repaired. "He told me that I have extremely small arteries, making surgery very difficult; that very, very few surgeons could handle a case like mine. I was grateful to him, and I know he did the best he could. But boy, oh boy — I was worried."

Six months later John was admitted to the Arizona Heart Institute; Dr. Dietrich performed a triple bypass.

"I feel terrific," says John. "I can do anything I want. I know I'm a very lucky man. If it hadn't been for the Arizona Heart Institute — and Grumman — I don't know if I'd be around today."

The Mayo Clinic in Rochester, Minnesota, was founded in the early 1900's and quickly established its reputation as one of the world's leading diagnostic centers.

Perhaps the first Grummanites to go there were Bill Schwendler, Sr., and Jake Swirbul, two of the company's founders. They were so impressed with the quality of care at the Clinic that they wanted to offer it as a benefit to all employees.

Ray Cobb, a Grummanite for 27 years, was sent out to Mayo Clinic in 1975.

"I had gotten something in my eyes at work, and went over to the Medical Department just to be on the safe side," says Ray, who works in Engraving in Plant 3. But the Medical Department noticed some unrelated vision problems, and referred him to a specialist for further care.

The specialist knew that something was terribly wrong with Ray, but when he couldn't pinpoint the problem, he asked Grumman to send Ray to the Mayo Clinic for more evaluation.

The Clinic found a tumor on the pituitary gland, the body's "master gland," located at the base of the brain. Ray was shocked. "I felt fine; never even had a headache." But surgery was scheduled immediately, and Ray knows now that he was very fortunate. He came back to work four months later.

"But after all," he says, "I had the best doctors in the world taking care of me. I've got to thank Grumman for that."

Norm Lewin looks at it this way:

"Grumman is known as a paternalistic company, and I guess in many ways it is. I think a lot of 'family' companies are like that.

"But when you're sick, when you don't know what's going to happen to you, it's very comforting to feel taken care of. And I never doubted for a minute that I was getting the very best medical care possible."

When you need it...

Treatment at the Arizona Heart Institute and Mayo Clinic is held in reserve for those employees who have exhausted local medical resources, and who require the highly specialized care available at these two centers.

Approvals are based upon a note from the employee's supervisor and physician, as well as recommendation from the Medical Department.

Requests should be directed to Dorothy Wesnofske (Mail Stop A20-111) who administers these programs.

How sweet it is. *The Grumman women's varsity softball squad members are (L to R) sitting - Lorraine McCormack, Ellen Swicord, Peggy Sticco, Wende Eccles, Sue Fisher, Debbie Bianco; kneeling – Donna Birkel, Carol Glasser, Rita Roth, Peggy Van Scotter, Joan Paulus, Evelyn Doherty, Mickey Comparetta; standing – Tom Meyer, Alice McKenna, Linda Schrage, Vickie Kral, Bonnie Dressler, Diane Matzinger, Robin Fey, Ken Kretschman, and Jim McCormack.*

Women complete super season on the diamonds

It was a sweet, victorious season for the Grumman women's varsity softball team. Some might call the team greedy. Every tourney they entered they grabbed a trophy.

Division champs

With an 11-3 record in L.I. Industrial league play, the women captured their division title. At the Amateur Softball Association (ASA) tourney, they finished second and earned an invite to the ASA first annual Women's Industrial Slow Pitch Championship in St. Louis, Mo. Over the Labor Day weekend, the Grummanites became one of five teams to earn a trophy out of a field of 22.

Upon returning home, they went undefeated in playoff competition and won the overall L.I. Industrial Softball league title.

"There were numerous members of the team who contributed to this year's success," reports team manager Ken Kretschman. "Linda Schrage, winner of the MVP trophy; Wende Eccles and her power hitting and excellent fielding; Bonnie Dressler, team captain; Robin Fey and her solid play at second base; Debbie Bianco and Peggy Sticco for their hitting and fielding; the pitching of Susan Fisher and Carol Glasser . . . ."

Bench support

Kretschman continues, "The support from the bench was outstanding, especially Lorraine McCormack and Alice McKenna."

If you have played softball and would like to tryout for the team, contact Kretschman, Ext. 5708.

Tomcats wait until next year

Things were looking good for the Grumman men's varsity softball squad. They were on their way to the Nationals in Jacksonville, Fla., with a lot of victories to brag about. They were anxious to better last year's ranking of fifth in the nation; fate would not be so kind.

The 1979 Tomcats finished 15th out of 50 at the Nationals over Labor Day weekend. Some might blame it on the weather — Hurricane David was sweeping up the Florida coast. Or perhaps it was the heat and high humidity. But team manager Jack Keane can offer no such reasons for the Tomcats' performance. He, like other managers across the nation, can only utter, "Wait until next year."

He said the same thing last year after National All Star Don Wallace Jr. lead the Grummanites to fifth place. And, from the outset of the 1979 season, the Tomcats played like champs.

They finished the Cantiaque Major League in first place and settled for second in the Baldwin Major League. On the tourney circuit, Grumman placed second in the Peabody, Mass. competition; and second in the Buffalo Regional tourney. In the latter contest, Larry Bates was tapped Most Valuable Player.

There is no doubt that Grumman fielded a mighty squad. Bates batted .604 with 33 RBIs. Leading the team in RBIs and homeruns was Bob Beattie with 84 and 25, respectively.

Nick Catania hit 23 homeruns while batting .493 this season. Joe Rivera collected 56 hits for an average of .523, while teammate Don Wallace Jr. batted .505 with 54 runs batted in. Mike Gallo stepped into the batter's box 185 times and safely got on base 49.7 percent of the time.

Tomcat team. *Members of the 1979 men's varsity softball team are (L to R) kneeling – Bill Ostrosky, Larry Bates, Bill Diercks, Nick Catania, Carl Saulino, Mike Gallo, Bob Beattie; standing – Jim Verteramo, Bill DeWitt, Tony D'Ambrosio, Tom Marion, Dom Pagnozzi, Don Wallace, Frank Straub, Joe Cavalluzzo, Joe Riveria, Joe Collelluori, Jay Johnson, and manager Jack Keane. (Photo by Marie Trimborn)*

Rollers win

The Rollers no longer reign as tops on the Plant 25 bocce circuit. The defending champs recently relinquished their title to the Pallina Persone team in the finals, 11-13, 13-3 and 13-7.

Members of the 1979 Plant 25 championship squad are Janice Bonanno, Fred Bronleben, Nick Genega, Al Pastore, Tony Pulvirenti, Bill Siino, Craig Sutton, and team captain Charles Guarneri.

Fall line-up

The 1979-80 volleyball season begins Monday, October 15 at the Pine Ave. School in Bethpage. The weekly sessions are held Mondays from 5:30 to 8:30 p.m. For further details, contact Richard Sailor, Ext. 8282.

Hoopsters

An organizational meeting for this season's GAA intramural basketball league is slated for Monday, October 1, in the GAA office at 4:30 p.m. All team captains should attend; rosters should be submitted at this time.

Varsity basketball

The Grumman varsity basketball team will hold tryouts at the Charles Campagne School in Bethpage on the following days: October 9, 16, 23, and 30, from 5:30 to 8:30 p.m.

The Grumman Hellcats went undefeated, 20-0, in L.I. Industrial league play during the past two seasons. Coach Tony Razziano reports that the team needs defensive rebounders and team oriented players.

1979 GAA golf league champs

Echo League. *(L to R) Joe Clair, Herb Matthews and George McDermott*

Grey League. *(L to R) Vic Belmont and Ed Goellner*

Pub's Duffers League. *(L to R) John Aldrich, John Clark, Jim Craig and Emil Pavlik*

Support League. *(L to R) John Gardella and Jack Diana*

Runamucks League. *(L to R) Bob Craven, Jim Winding, Roy Kudrzycki and Jim Tambini*

Blue League. *(L to R) Chuck Holomshek and Paul Grgas*

Measurement Standards League. *(L to R) Frank DeDe, Charles Rak, Frank Huether and Roland Basini*

Gulfstream League. *(L to R) Bob Cruz, Ernest Jenkins and Dorian Jung (Not available for photo: Joe Vengroski)*

Tigercat League. *(L to R) Al Nathan, Joe Brazzamano, Pete Martin and Ken Crawford*

(Photos by Marie Trimborn)

More golf league champions

Program Management League. *(L to R) Armand Affe, Joe Peretti, Bob Specht, Charlie Piat and Bob Helgesen*

Hauppauge Swingers League. *(L to R) Jack Corrado, Charles Holzler, Paul Nilsson and Frank Fox*

Hawkeye League. *(L to R) Sal Comitino, Joe Siniscalchi and Siegie Goetz (Not available for photo: Stan Bohm)*

Great River blooms. *Top winners in the annual Great River Operations flower show received awards from General Manager Bruno Caputo (C). Winners were: (L to R) Paul Andrisani, Barbara Horak, Betty MacLean, Carol Sidorski, Margaret Mezzacapo (best-in-show), Tom Trifaro, Lillian Rese, Karl Hagen, and Roy Goddard.*

Calverton champs. *Over 85 people participated in the annual Calverton Operations tennis tourneys. General Manager Tom Merritt (2nd R) presented awards to (L to R) Ed Clark and Chick Robb, doubles champs; Jim Jehle, singles winner; and Paul Waisanen, mixed doubles.*

GRUMMAN plane news

ADDRESS CORRECTION REQUESTED

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